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ANNUAL REPORT

OF

THE MANILA RAILROAD COMPANY

FOR THE

FISCAL YEAR ENDED DECEMBER 31<sup>ST</sup>, 1913.

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THE MANILA RAILROAD COMPANY  
GENERAL BALANCE SHEET  
AND ACCOUNTS,  
DECEMBER 31st, 1913.

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NOTE.—Where money is mentioned in the Accounts and Statistics it is stated  
in Philippine currency.

One peso (P.1.00) equals 50 cents, U.S. gold, or, say, 2 shillings English money.

Transcript  
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THE  
**Manila Railroad Company.**

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**Directors.**

TERM EXPIRES 1915.

D. P. BENNETT ...	...	New York. ✓
WADE GARD'NER ...	...	New York. ✓
J. G. METCALFE ...	...	New York. ✓
J. STEVENS ULMAN ...	...	New York. ✓

TERM EXPIRES 1916.

ALEX. AMEND ...	Highwood, N.J. ✓
H. L. HIGGINS ...	Manila, P.I. ✓
Genl. FRANK MCINTYRE	Washington, D.C.
RICHARD SCHUSTER	New York.

TERM EXPIRES 1917.

FELIX FRANKFURTER ...	New York.
CHAS. A. CONANT ...	New York.
DAVID T. DAVIS ...	New York.
JOHN G. MILBURN ...	New York.

**Executive Committee.**

J. G. METCALFE ...	...	New York.
CHAS. A. CONANT ...	...	New York.
DAVID T. DAVIS ...	...	New York.

**Officers.**

HORACE L. HIGGINS ...	...	<i>President</i> ...	Manila, P.I.
J. G. METCALFE ...	...	<i>Vice-President</i> ...	New York.
DAVID T. DAVIS ...	...	<i>2nd Vice-President</i> ...	New York.
E. M. HEBERD ...	...	<i>Secretary &amp; Treasurer</i>	New York.
H. W. DUNNETT ...	...	<i>Assistant Secretary</i> ...	Manila, P.I.

MANILA OFFICE ...	...	Tondo Station.
NEW YORK OFFICE ...	...	45, Nassau Street.



EXTRACTS  
FROM THE  
REPORT FOR 1913,  
OF THE  
PRESIDENT AND GENERAL MANAGER OF THE  
MANILA RAILROAD COMPANY.

MILEAGE.

A Statement of Lines operated at 31st December, 1913, is attached (Page 19).

The average number of miles operated in 1913 was 478<sup>84</sup>, an increase over the preceding year of 28<sup>38</sup> miles. The mileage in operation at end of 1913 was 479<sup>89</sup> or 13<sup>91</sup> miles more than at end of 1912. The small increase in the mileage operated on Group IV. is accounted for by there being some 40 miles on the Southern System preliminarily complete but not yet operated.

The following mileage was in course of construction 31st December, 1913:—

NORTHERN LINES.

Bauan to S. Fernando Union	...	5 <sup>0</sup>	
Rosales to S. Quintin	...	9 <sup>8</sup>	
S. Fernando Pampanga to Alayal	..	12 <sup>5</sup>	
		—	26 <sup>8</sup> miles.

SOUTHERN LINES.

Baguio Line	...	...	...	25 <sup>0</sup>	
Southern Link District	...	...	...	55 <sup>0</sup>	
Southern District	...	...	...	40 <sup>0</sup>	
				—	120 <sup>0</sup> „
					146 <sup>b</sup> miles.

Of this it is estimated that about 80 miles will be completed and in operation by 31st December, 1914, or before.

## REVENUE.

The gross earnings, expenses, fixed charges and surplus income for the year (figures in Philippine pesos (= 50 c. U.S.) and adjusting entries omitted) are as follows:—

	NORTHERN LINES.	SOUTHERN LINES.	ALL LINES.
	P.	P.	P.
Total Transportation Revenue . . . . .	3,419,554.40	1,784,404.65	5,203,959.05
Revenue from Operations other than Transportation . . . . .	21,257.71	11,271.01	32,528.72
Total Operating Gross Revenue . . . . .	3,440,812.11	1,795,675.66	5,236,487.77
Operating Expenses . . . . .	1,626,826.19	1,037,481.71	2,664,307.90
Net Revenue from Operation . . . . .	1,813, 85.92	758,193.95	2,572,179.87
Less Taxes . . . . .	30,601.23	14,517.48	45,118.71
Operating Income . . . . .	1,783,384.69	743,676.47	2,527,061.16
Other Income . . . . .	239,231.86	142,984.97	307,895.66
Total Income . . . . .	2,022,624.55	886,661.44	2,834,956.82
Fixed and other Charges . . . . .	1,599,840.00	699,005.37	2,224,516.20
Net Corporate Income . . . . .	422,784.55	187,656.07	610,440.62
Appropriations for Reserve . . . . .	—	42,808.28	42,808.28
Surplus carried to Profit and Loss . . . . .	422,784.55	144,847.79	567,632.34

## FINANCIAL.

CAPITAL STOCK as compared with last year remains unchanged.

FUNDED DEBT has been increased by the issue of \$1,574,000 (U.S. gold), or P. 3,148,000 First Mortgage 4% Gold Bonds Southern Lines; and at 31st December, 1913, stands at P. 38,262,000, made up as follows:—

1st Mortgage 6% Gold Bonds	...	...	...P. 8,660,000
2nd     "      7%     "	...	...	... 15,432,000
1st     "      4%     "	Southern Lines...		14,170,000
			<u>P.38,262,000</u>

**TRAFFICS.**

Details are given in the Statements herewith. The increase in the gross earnings of the Company, whilst to a large extent due to the unusual rice crop harvested in the North Central district, reflects also the gradual development and increasing prosperity of all the lines, both in the North and in the South.

SPECIAL REDUCED RATES have been allowed for sporting and excursion parties, Carnival and Fair traffics, and for round trips to Baguio in connection with the Government Automobile Service in the season.

CLASSIFICATION OF RATES is still under discussion with the Authorities.

RICE.—197,378 tons were hauled on Main Line, against 97,319 tons in 1912, producing P. 182,131 increased receipts.

SUGAR shews an increase of 3,343 tons and increased receipts of P. 6,026.

BAGUIO PASSENGER TRAFFIC.—The number of passengers was 4,266 against 2,928, producing P. 40,328 against P. 18,580.

TOURIST TRAFFIC has been considerable during the year, and there is every indication of further development as the resorts become better known. The want of improved hotel accommodation is keenly felt.

MATERIALS for the construction of new lines have been transported at 45 per cent. of the current commercial 4th class rates; and 71,599 tons of coal and other stores and materials for operation and maintenance were hauled free of charge.

**IMPROVEMENTS.**

The rapid development of the Company's business calls for a large expenditure on additions to and betterments of the Company's properties. Capital accounts on the Southern Lines being still open, no



expenditure under this head is called for, but on the Northern Lines P.513,264 were expended for Additions and Betterments during the year.

SHOPS AT CALOOCAN.—Extensive additions to these are being carried out.

BANKS raised and area of floodways extended between Km. 146 and 196 Main line North.

BRIDGES on the original main line are gradually being strengthened to enable them to carry the increasing loads. This expenditure is being charged to Revenue.

PANDACAN SIDE TRACK to Isla Provisor siding is about three fourths completed, except the small steel lift bridges. Since this work was started considerable development has taken place along the river, several large warehouses having been erected and sites for still more acquired. Siding accommodation is being provided to these warehouses.

GENERAL OFFICES AT MANILA STATION.—Additional space is still necessary for accommodation of larger Staff required to handle increasing business.

CALAMBA SUGAR ESTATE.—This Mill is nearly complete and will be ready for the 1914-15 crop, which is estimated at 18,000 tons. This Company's Spur from Mamatid to the Mill Site is finished and is 4.24 miles in length.

OTHER SUGAR CENTRALS are one near Calamba, to which a Siding has been provided, and another at Bilikin Siding (both now nearly complete), which together have a capacity of 400 tons of Cane per 24 hours. There is also one being erected of a capacity of 150 tons of Cane per 24 hours at Dinalupihan, about 10 miles from our Florida Blanca Station.

This Sugar traffic requires expeditious handling, and it is possible that Government assistance may be given to the further development of this industry.



**SIGNALLING AND INTERLOCKING.**—Double track working between Manila and Caloocan and Manila and Paco was inaugurated in April, and the traffic congestion is now entirely relieved. At Goods Junction, Tayuman Junction, San Lazaro, Santa Meza, and at Caloocan Station progress has been made during the year. At Pandacan and Paco there are no outdoor signals working up to the present.

**NEW STATIONS.**

During the year no New Stations were opened on the Northern lines ; on the Main line South 3 stations were opened to full commercial operation.

**RICE IMPORTS**

into the Islands for 1913 were 86,989 tons, value £633,000, this represents the shortage on the insular production. For 1912 the figures were 301,057 tons, value £2,601,700.

**FLOODS AND PESTS.**

In May an early *Typhoon* did but little damage. In July a *Typhoon* caused serious Floods on both the Northern and the Southern lines, causing considerable damage to the former and necessitating more Pile bridges, construction of waterways, and raising of the banks, which it is hoped will have the effect of diminishing damage from floods in future. *Locusts* have been abundant and did considerable damage in some places. There has been very little *Rinderpest* among the draught animals.

**ACCIDENTS.**

There have been no collisions or derailments, and the minor accidents were chiefly attributable to trespass.

**HOTEL.**

The Manila Hotel has in 1913 had its first complete year and has been profitably worked with good prospects for the future.

**TRAFFIC PROSPECTS FOR 1914.**

The Crops are not so heavy as those harvested in 1913, but, due to the considerable amount of old stocks still held in the provinces, it is estimated that freight receipts will not fall far short of last year's figures.

At the date of this Report, Passenger Traffic shews some tendency to increase, but this and general Traffic results may be affected by a set back in business developments owing to financial stringency.

CONSTRUCTION.

NORTHERN LINES.—Construction has been on the San Fernando to Arayat and Paniqui to Tayug Lines.

SOUTHERN LINES.—68 Kilometers have been put into construction, and over 2,000 lineal meters of Bridges, Culverts and openings completed.

GOVERNMENT.

Governor General Forbes having resigned on 24th August, Governor General Harrison assumed office on 6th October. Cordial relations have been maintained with the Government and Authorities throughout the year.

LEGISLATION.

On 20th December an Act, No. 2,307, came into force, creating a Board of Public Utility Commissioners, which absorbs the Offices of Supervising Railway Expert and of the Board of Rate Regulations, and is invested with considerable additional powers.

LOCOMOTIVE DEPARTMENT.

The Company's Plant, Rolling Stock, Machinery and Tools have during the year been maintained in good working order.

PERMANENT WAY DEPARTMENT.

The Permanent Way, Bridges, Culverts, Station Buildings, Yards, etc., have been maintained in a good state of repair.

STORES DEPARTMENT.

All Stores and Materials are properly warehoused or stacked and kept in a good state of preservation.

HORACE L. HIGGINS,  
*President and General Manager.*

MANILA,  
*7th April, 1914.*

# THE MANILA RAILROAD COMPANY.

## CAPITAL AUTHORISED AND ISSUED as at 31st December, 1913.

	Capital authorised.	Capital issued.	Balance (unissued).
	P.	P.	P.
SHARES OF COMMON STOCK— 35,000 of the par value of \$100 each . . . . .	7,000,000.00	4,261,400.00	2,738,600.00
SHARES OF 7 PER CENT. CUMU- LATIVE PREFERRED STOCK— 65,000 of the par value of \$100 each . . . . .	13,000,000.00	7,305,600.00	5,694,400.00
First Mortgage 6 per cent. Gold Bonds, due 1956, \$7,500,000 .	15,000,000.00	8,660,000.00	6,340,000.00
Second Mortgage 7 per cent. Gold Bonds, due 1956, \$12,500,000 .	25,000,000.00	15,432,000.00	9,568,000.00
First Mortgage 4 per cent. Gold Bonds, Southern Lines, due 1939	60,000,000.00	14,170,000.00	45,830,000.00
	P 120,000,000.00	P 49,829,000.00	P 70,171,000.00

## FUNDED DEBT AND INTEREST for Year ended 31st December, 1913.

Description of Debt.	Date of Issue.	Date of Maturity.	Amount of Authorised Issue.	Amount Outstanding, December 31st, 1913.	Rate.	INTEREST	
						Payable.	Accruing during the year.
			P.	P.			P.
First Mortgage 6 per cent. Gold Bonds . . . . .	1st January, 1907	1st January, 1956	15,000,000.00	8,660,000.00	6	1st January—1st July . . . . .	519,600.00
Second Mortgage 7 per cent. Gold Bonds . . . . .	1st April, 1907 .	1st April, 1956 .	25,000,000.00	15,432,000.00	7	1st April—1st October . . . . .	1,680,240.00
First Mortgage 4 per cent. Gold Bonds (Southern Lines) . . . . .	1st August, 1910, to 8th December, 1913 . . . . .	1st May, 1939 .	60,000,000.00	14,170,000.00	4	1st May -- 1st November . . . . .	516,036.01
			P. 100,000,000.00	P. 38,262,000.00			P. 2,115,876.01

## THE MANILA

## GENERAL BALANCE SHEET,

NOTE.—The Accounts are stated in Philippine Currency . . . .

		Liabilities.	
To CAPITAL STOCK—		P.	P.
Common Stock . . . . .		4,261,400.00	
7 per cent. Cumulative Preferred Stock . . . . .		7,305,600.00	
			11,567,000.00
„ FUNDED DEBT—			
First Mortgage 4 per cent. Gold Bonds (Southern Lines) . . . . .		14,170,000.00	
First Mortgage 6 per cent. Gold Bonds . . . . .		8,660,000.00	
Second Mortgage 7 per cent. Gold Bonds . . . . .		15,432,000.00	
			38,262,000.00
„ MANILA RAILWAY COMPANY (1906) LIMITED—			
Advances, Materials, etc., prior to 28th January, 1910, for purposes of Construction . . . . .		2,039,659.48	
Expenditures on Northern New System Lines under Construction Contract dated 28th January, 1910 . . . . .		1,767,690.72	
Advances for Additions and Betterments Northern Lines . . . . .		1,291,827.77	
5% of Expenditures on Southern Lines subsequent to 27th January, 1910, not bonded . . . . .		442,899.86	
			5,542,077.83
„ WORKING LIABILITIES—			
Traffic Balances due to Other Companies . . . . .		5,686.86	
Audited Vouchers and Wages Unpaid . . . . .		348,523.71	
Matured Interest Unpaid . . . . .		2,320.00	
Other Working Liabilities . . . . .		31,056.43	
			387,587.00
„ ACCRUED LIABILITIES NOT DUE—			
Unmatured Interest on Funded Debt . . . . .		361,648.89	
Taxes Accrued . . . . .		29,194.31	
			390,843.20
„ PHILIPPINE GOVERNMENT—			
Loan for Construction Purposes . . . . .			3,900,000.00
„ DEFERRED CREDIT ITEMS—			
Philippine Government—Advances to meet Bond Interest . . . . .		33,867.01	
Philippine Government—Interest on Loan . . . . .		71,700.00	
Operating Reserves . . . . .		52,661.47	
Other Deferred Credits . . . . .		109,996.08	
			268,224.56
„ PROFIT AND LOSS—SURPLUS—			
Balance at Credit 31st December, 1913 . . . . .			600,347.81
			<u>P. 60,918,080.40</u>

To the Proprietors of the MANILA RAILROAD COMPANY:

We have examined the above Balance Sheet, dated 31st December, 1913, with the Books and Vouchers

In our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of and as shown by the books of the Company.

31, PLAZA MORAGA,  
MANILA.

3rd April, 1914.



## RAILROAD COMPANY.

31st December, 1913.

One Peso equals 50 cents, U.S. Gold, or, say, 2 shillings English money.

Assets.			
By COST OF ROAD AND EQUIPMENT—		P.	P.
Investment at 31st December, 1912 . . . . .		43,554,515.63	
Further Investment to 31st December, 1913 . . . . .		3,755,228.83	
			47,309,744.46
NOTE: In addition to the above a sum of P.7,727,524.20 has been expended to 31st December, 1913, by the Constructing Company. This Expenditure (plus 15½% Contractors Profits) will be transferred to the Northern Lines as and when the Lines concerned are put in Full Commercial Operation, and to the Southern Lines as and when Bonds are issued in respect thereof.			
,, WORKING ASSETS—			
Cash in Manila and New York . . . . .		418,373.27	
Manila Hotel Company—600 Shares of 100 Pesos each at Cost . . . . .		60,000.00	
Miscellaneous Accounts Receivable . . . . .		148,927.77	
Materials and Supplies . . . . .		937,592.37	
			1,564,893.41
,, DEFERRED DEBIT ITEMS—			
Manila Railway Company (1906) Limited—			
Loan Accounts . . . . .		11,443,802.92	
Remittance Accounts . . . . .		444,970.40	
Working Funds . . . . .		830.00	
Insurance Paid in Advance . . . . .		2,725.85	
Special Deposits . . . . .		35,384.72	
Other Deferred Debit Items . . . . .		115,728.64	
			12,043,442.53

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P. 60,918,080.40

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of the Company and have received all the information and explanations we have required.  
the state of the Company's affairs according to the best of our information and the explanations given us,

HENRY HUNTER BAYNE & CO., }  
Chartered Accountants. } Auditors.

## THE MANILA

STATEMENT OF INCOME, CHARGES AND SURPLUS  
Comparison with the year

	NORTHERN LINES.		SOUTHERN
	Year ended Dec. 31, 1913.	Comparison with previous year. + Increase. - Decrease.	Year ended Dec. 31, 1913
<b>OPERATING INCOME—</b>	P.	P.	P.
Operating Revenue . . .	3,440,812.11	+ 515,641.07	1,795,675.66
Operating Expenses . . .	1,626,826.19	+ 270,418.89	1,037,481.71
Net Revenue from Opera- tion . . .	P. 1,813,985.92	+ 245,222.18	758,193.95
Taxes . . .	30,601.23	- 1,221.86	14,517.48
Operating Income . . .	P. 1,783,384.69	+ 246,444.04	743,676.47
<b>OTHER INCOME—</b>			
Hire of Equipment . . .	—	- 195.00	1,991.12
Rent of Joint Facilities . . .	57,235.85	+ 7,723.71	—
Interest on Loans & Accounts Exchange . . .	161,894.47	- 164,346.03	135,783.55
Miscellaneous Income . . .	12,090.85	+ 4,046.43	3,092.19
	8,018.69	+ 8,018.69	2,118.11
Total other Income . . .	239,239.86	- 144,752.20	142,984.97
Total Income . . .	P. 2,022,624.55	+ 101,691.84	886,661.44
<b>FIXED AND OTHER CHARGES—</b>			
Rent of Joint Facilities . . .	—	—	56,400.67
Interest accrued on Funded Debt . . .	1,599,840.00	—	516,036.01
Other Interest . . .	—	- 125,361.04	126,568.69
Appropriations for Reserve . . .	—	—	42,808.28
Total Charges . . .	1,599,840.00	- 125,361.04	741,813.65
Surplus carried to Profit and Loss . . .	P. 422,784.55	+ 227,052.88	144,847.79

\* NOTE.—Debits and Credits in the Accounts between the Northern and

## PROFIT AND LOSS ACCOUNT

	P.
Dividend on 7 per cent. Cumulative Preferred Stock to 1st October, 1908 . . .	377,732.96
Sundry Adjustments not affecting the Current Year's Expenses . . .	43,115.76
Balance carried to General Balance Sheet . . .	600,347.81
	P. 1,021,196.53

## RAILROAD COMPANY.

for the year ended 31st December, 1913, and  
ended 31st December, 1912.

LINES.	ALL LINES.		
Comparison with previous year.	Year ended Dec. 31, 1913.	Comparison with previous year.	
+ Increase - Decrease		+ Increase. - Decrease.	
P. + 352,633.09 + 285,599.40	* See Note. P. 5,236,487.77 2,664,307.90	* See Note. P. + 868,274.16 + 556,018.29	OPERATING INCOME— Operating Revenue. Operating Expenses.
+ 67,033.69 + 603.19	2,572,179.87 45,118.71	+ 312,255.87 - 618.67	Net Revenue from Opera- tion.
+ 66,430.50	2,527,061.16	+ 312,874.54	Taxes.
			Operating Income.
+ 1,991.12 — - 134,062.05 + 3,092.19 + 2,118.11	1,991.12 835.18 279,749.52 15,183.04 10,136.80	+ 1,796.12 - 2,725.81 - 74,976.40 + 7,138.62 + 10,136.80	OTHER INCOME— Hire of Equipment. Rent of Joint Facilities. Interest on Loans & Accounts Exchange. Miscellaneous Income.
- 126,860.63	307,895.66	- 58,630.67	Total other Income.
- 60,430.13	2,834,956.82	+ 254,243.87	Total Income.
+ 10,443.52 + 108,537.21 - 134,300.03 + 22,418.93	— 2,115,876.01 108,640.19 42,808.28	— + 108,537.21 - 36,229.39 + 22,418.93	FIXED AND OTHER CHARGES— Rent of Joint Facilities. Interest accrued on Funded Debt. Other Interest. Appropriations for Reserve.
+ 7,105.63	2,267,324.48	+ 94,726.75	Total Charges.
- 67,535.76	567,632.34	+ 159,517.12	Surplus carried to Profit and Loss.

Southern Lines in Operation, omitted.

to 31st December, 1913.

Balance brought forward from 31st December, 1912	P. 453,564.19
Surplus for year ended December 31st, 1913	567,632.34
	P. 1,021,196.53



## THE MANILA RAILROAD COMPANY.

STATEMENT OF OPERATING INCOME for the Year ended December 31st, 1913,  
and Comparison with Year ended December 31st, 1912.

	NORTHERN LINES.		SOUTHERN LINES.		ALL LINES.	
	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.
		+ Increase - Decrease		+ Increase. - Decrease.		+ Increase. - Decrease.
AVERAGE MILES OF ROAD OPERATED . . . . .	304.79	+ 8.27	174.05	+ 19.72	478.84	+ 27.99
OPERATING REVENUE:—	P.	P.	P.	P.	P.	P.
REVENUE FROM TRANSPORTA- TION:—						
Freight Revenue . . . . .	1,272,544.92	+ 354,155.59	448,432.15	+ 108,274.84	1,720,977.07	+ 462,430.43
Passenger Revenue . . . . .	1,947,801.94	+ 128,656.76	1,209,987.82	+ 206,393.15	3,157,789.76	+ 335,049.91
Excess Baggage Revenue . . . . .	8,260.47	+ 2,237.60	3,538.80	+ 1,237.14	11,799.27	+ 3,474.74
Parlor and Chair Car Revenue . . . . .	136.31	- 297.34	88.40	+ 88.40	224.71	- 208.94
Mail Revenue . . . . .	40,716.42	+ 1,637.36	17,082.91	+ 3,290.27	57,799.33	+ 4,927.63
Other Passenger Train Revenue . . . . .	141,913.59	+ 25,472.26	89,973.84	+ 18,773.21	231,887.43	+ 44,245.47
Switching Revenue . . . . .	4,285.75	+ 1,708.12	15,090.31	+ 9,206.75	19,376.06	+ 10,914.87
Special Service Train Revenue . . . . .	3,895.00	+ 287.97	210.42	- 771.91	4,105.42	- 483.94
Total Transportation Revenue	P. 3,419,554.40	+ 513,858.32	1,784,404.65	+ 346,491.85	5,203,959.05	+ 860,350.17
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:—						
Station and Train Privileges	5,266.86	+ 480.87	2,169.22	+ 506.62	7,436.08	+ 987.49
Storage—Freight . . . . .	1,409.83	- 958.52	1,376.19	- 23.81	2,786.02	- 982.33
Storage—Baggage . . . . .	0.50	- 125.65	0.20	- 6.60	0.70	- 132.25
Car Service . . . . .	2,675.41	+ 2,295.61	4,557.08	+ 4,481.46	7,232.49	+ 6,777.07
Rents of Buildings and other Property . . . . .	7,871.31	+ 2,208.96	1,763.08	+ 1,016.56	9,634.39	+ 3,225.52
Miscellaneous . . . . .	4,033.80	- 2,118.52	82.31	+ 82.31	4,116.11	- 2,036.21
Joint Facilities—Revenue—Cr. . . . .	—	—	1,322.93	+ 84.70	1,322.93	+ 84.70
Total . . . . .	P. 21,257.71	+ 1,782.75	11,271.01	+ 6,141.24	32,528.72	- 7,923.99
Total Operating Revenue . . . . .	P. 3,440,812.11	+ 515,641.07	1,795,675.66	+ 352,633.09	5,236,487.77	+ 868,274.16
OPERATING EXPENSES:—						
Maintenance of Way and Structures . . . . .	442,802.92	+ 50,936.86	231,114.83	+ 32,001.05	673,917.75	+ 82,937.91
Maintenance of Equipment . . . . .	267,669.44	+ 67,182.67	117,131.46	+ 29,020.74	384,802.90	+ 96,203.41
Traffic Expenses . . . . .	30,530.17	+ 2,701.84	18,310.52	+ 3,462.45	48,840.69	+ 6,164.29
Transportation Expenses . . . . .	736,260.07	+ 140,516.89	578,527.74	+ 197,155.54	1,314,787.81	+ 337,672.43
General Expenses . . . . .	149,563.59	+ 9,080.63	92,305.16	+ 23,959.62	241,958.75	+ 33,040.25
Total . . . . .	P. 1,626,826.19	+ 270,418.89	1,037,481.71	+ 285,599.40	2,664,307.90	+ 556,018.29
Net Revenue from Operation . . . . .	P. 1,813,985.92	+ 245,222.18	758,193.95	+ 67,033.69	2,572,179.87	+ 312,255.87
TAXES . . . . .	P. 30,601.23	- 1,221.86	14,517.48	+ 603.19	45,118.71	- 618.67
Operating Income . . . . .	P. 1,783,384.69	+ 246,444.04	743,676.47	+ 66,430.50	2,527,061.16	+ 312,874.54
PER CENT. OF OPERATING EX- PENSES TO TOTAL OPERATING REVENUE:—						
Maintenance of Way and Structures . . . . .	12.87	- 0.53	12.87	- 0.92	12.87	- 0.66
Maintenance of Equipment . . . . .	7.78	+ 0.92	6.52	+ 0.41	7.35	+ 0.75
Traffic Expenses . . . . .	0.89	- 0.06	1.03	—	0.93	- 0.05
Transportation Expenses . . . . .	21.40	+ 1.04	32.22	+ 5.79	25.11	+ 2.74
General Expenses . . . . .	4.35	- 0.45	5.14	+ 0.40	4.62	- 0.16
Total . . . . .	47.29	+ 0.92	57.78	+ 5.68	50.88	+ 2.62



# THE MANILA RAILROAD COMPANY.

## STATEMENT OF OPERATING EXPENSES FOR THE YEAR ENDED DECEMBER 31st, 1913, AND COMPARISON WITH YEAR ENDED DECEMBER 31st, 1912.

	NORTHERN LINES.		SOUTHERN LINES.		ALL LINES.	
	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.
		+ Increase. - Decrease.		+ Increase. - Decrease.		+ Increase. - Decrease.
<b>MAINTENANCE OF WAY AND STRUCTURES :</b>	P.	P.	P.	P.	P.	P.
Superintendence . . . . .	41,588.29	+ 7,108.52	25,917.38	+ 7,674.47	67,505.67	+ 14,782.09
Ballast . . . . .	7,842.82	- 8,256.57	9,374.69	- 3,245.90	17,217.51	- 11,502.47
Ties . . . . .	67,264.29	+ 3,846.19	12,708.81	+ 6,903.53	79,973.10	+ 10,839.72
Rails . . . . .	18.00	- 3,246.54	—	- 116.16	18.00	- 3,392.70
Other Track Material . . . . .	4,424.23	+ 567.15	2,487.97	+ 1,489.41	6,912.20	+ 2,056.56
Roadway and Track . . . . .	146,086.60	+ 8,467.28	112,071.69	+ 13,273.16	258,158.29	+ 21,740.44
Roadway and Track Washout . . . . .	39,269.17	+ 28,313.68	10,977.44	- 9,944.27	50,240.61	+ 18,369.41
Bridges, Trestles and Culverts . . . . .	72,926.11	+ 15,959.14	8,258.99	+ 5,814.56	81,185.10	+ 21,773.70
Over and Under Grade Crossings . . . . .	—	- 231.64	218.14	+ 218.14	218.14	- 13.50
Grade Crossings, Fences, Cattle Guards and Signs . . . . .	1,449.02	- 443.61	762.65	+ 353.80	2,211.67	- 89.81
Signal and Interlocking Plants . . . . .	1,428.56	+ 1,130.77	134.23	+ 42.94	1,562.79	+ 1,173.71
Telegraph and Telephone Lines . . . . .	20,746.57	+ 532.98	10,829.85	+ 2,215.88	31,576.42	+ 2,748.86
Buildings, Fixtures and Grounds . . . . .	26,597.14	- 182.66	7,142.89	+ 717.77	33,740.03	+ 535.11
Roadway Tools and Supplies . . . . .	2,823.18	+ 958.12	924.04	+ 174.97	3,747.22	+ 1,113.09
Injuries to Persons . . . . .	241.30	- 1,254.85	791.55	+ 259.58	1,032.85	- 995.27
Stationery and Printing . . . . .	1,189.97	+ 504.98	425.08	+ 79.38	1,615.05	+ 584.36
Maintaining Joint Tracks, Yards and other Facilities . . . . .	—	—	28,089.13	+ 6,029.79	28,089.43	+ 6,029.79
Other Expenses . . . . .	8,907.67	- 2,836.08	—	—	8,907.67	- 2,836.08
<b>TOTAL . . . . .</b>	<b>P442,807.92</b>	<b>+ 50,936.86</b>	<b>231,114.83</b>	<b>+ 32,001.05</b>	<b>673,917.75</b>	<b>+ 82,937.91</b>
<b>MAINTENANCE OF EQUIPMENT :</b>						
Superintendence . . . . .	16,829.11	+ 2,523.08	8,586.69	+ 2,351.84	25,415.80	+ 4,874.92
Steam Locomotives—Repairs . . . . .	95,383.42	+ 17,415.79	36,502.90	+ 4,475.49	131,886.32	+ 21,891.28
Passenger Train Cars—Repairs . . . . .	51,394.03	+ 2,280.93	35,159.24	+ 6,311.56	86,553.27	+ 8,592.49
Passenger Train Cars—Renewals . . . . .	6,375.00	+ 6,375.00	—	—	6,375.00	+ 6,375.00
Freight Train Cars—Repairs . . . . .	72,615.89	+ 26,927.35	23,970.49	+ 8,414.94	96,586.38	+ 35,312.29
Freight Train Cars—Renewals . . . . .	675.00	+ 675.00	—	—	675.00	+ 675.00
Floating Equipment—Repairs . . . . .	1,630.63	+ 579.00	—	—	1,630.63	+ 579.00
Work Equipment—Repairs . . . . .	3,179.75	+ 1,701.61	2,783.82	+ 1,912.29	5,963.57	+ 3,613.90
Shop Machinery and Tools . . . . .	17,492.64	+ 9,555.97	9,091.80	+ 5,740.24	26,584.44	+ 15,296.21
Injuries to Persons . . . . .	1,175.88	- 265.27	606.02	+ 9.62	1,781.90	- 255.65
Stationery and Printing . . . . .	918.09	- 585.79	432.50	- 195.24	1,350.59	- 781.03
<b>TOTAL . . . . .</b>	<b>P267,669.44</b>	<b>+ 67,182.67</b>	<b>117,133.46</b>	<b>+ 29,020.74</b>	<b>384,802.90</b>	<b>+ 96,203.41</b>
<b>TRAFFIC EXPENSES :</b>						
Superintendence . . . . .	22,432.48	+ 547.42	13,675.28	+ 1,797.73	36,107.76	+ 2,145.15
Advertising . . . . .	6,694.02	+ 2,233.38	3,845.28	+ 1,628.83	10,539.30	+ 3,862.21
Stationery and Printing . . . . .	1,403.67	- 78.96	789.06	+ 35.89	2,193.63	- 43.07
<b>TOTAL . . . . .</b>	<b>P30,530.17</b>	<b>+ 2,701.84</b>	<b>18,310.52</b>	<b>+ 3,462.45</b>	<b>48,840.69</b>	<b>+ 6,164.29</b>

(Continued on next page.)

## THE MANILA RAILROAD COMPANY.

## STATEMENT OF OPERATING EXPENSES—Continued.

	NORTHERN LINES.		SOUTHERN LINES.		ALL LINES.	
	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.	Year ended December 31st, 1913.	Comparison with previous year.
		+ Increase. - Decrease.		+ Increase - Decrease.		+ Increase - Decrease.
	P.	P.	P.	P.	P.	P.
<b>TRANSPORTATION EXPENSES:—</b>						
Superintendence . . . . .	72,834.61	+ 7,180.40	52,975.98	+ 18,336.70	125,810.59	+ 25,517.10
Station Employees . . . . .	131,546.86	+ 11,473.70	82,101.33	+ 17,252.78	213,648.19	+ 28,726.48
Station Supplies and Expenses . . . . .	17,358.73	+ 3,988.42	8,608.60	+ 2,310.20	25,967.33	+ 6,298.62
Yardmasters and their Clerks . . . . .	5,916.73	+ 1,052.05	—	—	5,916.73	+ 1,052.05
Yard Enginemen . . . . .	1,716.08	+ 1,632.59	—	—	1,716.08	+ 1,632.59
Enginehouse Expenses—Yard . . . . .	77.45	- 687.13	—	—	77.45	- 687.13
Fuel for Yard Locomotives . . . . .	8,586.60	+ 2,187.73	—	—	8,586.60	+ 2,187.73
Water for Yard Locomotives . . . . .	113.37	- 25.40	—	—	113.37	- 25.40
Lubricants for Yard Locomotives . . . . .	161.70	- 39.75	—	—	161.70	- 39.75
Other Supplies for Yard Locomotives . . . . .	263.97	+ 5.31	—	—	263.97	+ 5.31
Operating Joint Yards and Terminals . . . . .	—	—	91,118.55	+ 32,911.66	91,118.55	+ 32,911.66
Road Enginemen . . . . .	57,068.87	+ 9,618.75	34,764.15	+ 8,373.83	91,833.02	+ 17,992.58
Enginehouse Expenses—Road . . . . .	44,550.42	+ 8,037.55	13,202.22	+ 4,097.43	57,752.64	+ 12,134.98
Fuel for Road Locomotives . . . . .	212,495.65	+ 46,736.14	188,308.25	+ 73,743.40	400,803.90	+ 120,479.54
Water for Road Locomotives . . . . .	15,686.53	+ 870.50	9,245.76	+ 2,366.08	24,932.29	+ 3,236.58
Lubricants for Road Locomotives . . . . .	7,253.44	- 93.16	7,097.86	+ 6,150.31	14,351.30	+ 6,057.15
Other Supplies for Road Locomotives . . . . .	12,348.52	- 398.94	4,539.86	+ 2,106.33	16,888.38	+ 1,707.39
Road Trainmen . . . . .	39,772.66	+ 5,241.37	35,602.46	+ 8,254.03	75,375.12	+ 13,495.40
Train Supplies and Expenses . . . . .	56,892.71	+ 31,210.92	18,095.57	+ 12,948.72	74,988.28	+ 44,159.64
Interlockers—Operation . . . . .	5,337.93	+ 5,337.93	573.26	+ 573.26	5,911.19	+ 5,911.19
Crossing Flagmen and Gatemen . . . . .	2,619.95	+ 601.33	1,205.50	+ 1,060.16	3,825.45	+ 1,661.49
Drawbridge—Operation . . . . .	563.32	- 137.56	315.57	+ 304.75	878.89	+ 167.19
Clearing Wrecks . . . . .	173.29	+ 26.99	318.92	+ 94.62	492.21	+ 121.61
Telegraph and Telephone—Operation . . . . .	6,669.93	+ 874.74	2,624.31	- 618.32	9,294.24	+ 1,493.06
Operating Floating Equipment . . . . .	2,050.09	- 141.09	—	—	2,050.09	- 141.09
Stationery and Printing . . . . .	26,102.38	+ 5,412.36	19,104.46	+ 5,467.30	45,206.84	+ 10,879.66
Other Expenses . . . . .	71.50	- 58.50	240.48	+ 139.95	311.98	+ 81.45
Loss and Damage—Freight . . . . .	587.86	- 597.32	1,054.02	- 510.98	1,641.88	- 1,108.30
Damage to Property . . . . .	176.54	- 14.81	47.86	+ 47.86	224.40	+ 33.05
Damage to Stock on Right of Way . . . . .	20.00	+ 20.00	—	—	20.00	+ 20.00
Injuries to Persons . . . . .	7,242.38	+ 1,201.77	2,579.96	+ 43.71	9,822.34	+ 1,245.48
Operating Joint Tracks and Facilities . . . . .	—	—	4,802.81	+ 465.12	4,802.81	+ 465.12
Total . . . . .	P. 736,260.07	+ 140,516.89	578,527.74	+ 197,155.54	1,314,787.81	+ 337,672.43
<b>GENERAL EXPENSES:—</b>						
Salaries and Expenses of General Officers . . . . .	34,655.54	- 2,580.79	29,969.61	+ 5,153.88	64,625.15	+ 2,573.09
Salaries and Expenses of Clerks and Attendants . . . . .	80,446.27	+ 8,842.33	38,370.02	+ 11,736.81	118,816.29	+ 20,579.14
General Office Supplies and Expenses . . . . .	9,705.90	+ 1,812.10	6,112.60	+ 2,206.19	15,818.50	+ 4,018.29
Law Expenses . . . . .	11,769.09	+ 6,471.92	6,720.07	+ 3,824.53	18,489.16	+ 10,296.45
Insurance . . . . .	5,559.03	- 4,769.38	2,548.06	- 1,851.83	8,107.09	- 6,621.21
Pensions . . . . .	926.16	+ 926.16	532.19	+ 532.19	1,458.35	+ 1,458.35
Stationery and Printing . . . . .	5,786.94	+ 293.30	4,230.01	+ 781.40	10,022.95	+ 1,074.70
Other Expenses . . . . .	714.66	- 1,915.01	3,906.60	+ 532.19	4,621.26	- 338.56
Total . . . . .	P. 149,563.59	+ 9,080.63	92,395.16	+ 23,959.62	241,958.75	+ 33,040.25



## THE MANILA RAILROAD COMPANY.

### MILEAGE OF LINES OPERATED, December 31st, 1913.

Lines on which the result of operations appears  
in the Income Account.

#### NORTHERN LINES.

GROUP No. 1.	MILES.	MILES.
Main Line, Manila to Dagupan . . . . .		122'15
GROUP No. 2.		
Cabanatuan Extension . . . . .	57'48	
Antipolo Extension, including Montalban and Antipolo Hill Section . . . . .	31'96	
Stotsenberg Branch . . . . .	4'39	
Port Line Manila . . . . .	1'24	
	<hr/>	95'07
GROUP No. 3.		
Dagupan to San Fernando Union . . . . .	36'24	
Paniqui to Rosales . . . . .	18'27	
San Fabian to Camp One . . . . .	12'23	
Dau to Magalang . . . . .	5'59	
San Fernando to Florida Blanca . . . . .	15'24	
	<hr/>	87'57

#### SOUTHERN LINES.

GROUP No. 4.		
Main Line South . . . . .	83'23	
Luta to Batangas . . . . .	27'09	
Cavite to Naic . . . . .	32'13	
Calamba to Santa Cruz . . . . .	28'73	
Manila to Santamesa . . . . .	3'92	
	<hr/>	175'10
		<hr/>
		479'89
		<hr/>

## THE MANILA RAILROAD COMPANY.

## NORTHERN LINES.

## COMPARATIVE RESULTS OF WORKING, Year ended 31st December, 1913.

PASSENGERS.—(Not including Government and Military Transport.)

1.—MAIN LINE, 122.15 Miles.				
YEAR.	1st Class.	2nd Class.	3rd Class.	TOTAL.
1904 . . . . .	19,379	48,419	1,266,986	1,334,784
1905 . . . . .	16,131	55,298	1,378,053	1,449,482
1906 . . . . .	14,504	59,078	1,281,548	1,355,130
1907 . . . . .	11,753	47,765	1,336,060	1,395,578
1908 . . . . .	11,426	46,005	1,365,066	1,422,497
1909 . . . . .	9,027	47,275	1,369,141	1,425,443
1910 . . . . .	10,760	57,283	1,532,639	1,600,682
1911 . . . . .	11,540	70,311	1,686,379	1,768,230
1912 . . . . .	11,554	82,545	1,742,124	1,836,223
1913 . . . . .	12,824	69,833	1,951,267	2,033,924

2.—GROUP II, 95.07 MILES.					
YEAR.	Miles in operation.	1st Class.	2nd Class.	3rd Class.	TOTAL.
1908 . . . . .	86	7,241	35,153	839,362	881,756
1909 . . . . .	91	4,739	31,327	660,242	696,308
1910 . . . . .	95	4,501	37,797	752,030	794,328
1911 . . . . .	95	4,899	49,653	807,933	862,485
1912 . . . . .	95.07	7,147	66,283	787,399	860,829
1913 . . . . .	95.07	5,090	47,280	933,160	985,530

3.—GROUP III, 87.57 Miles					
YEAR.	Miles in operation.	1st Class.	2nd Class.	3rd Class.	TOTAL.
1910 . . . . .	59	3,173	4,333	225,981	233,487
1911 . . . . .	59	5,715	7,270	425,993	438,978
1912 . . . . .	79.30	5,313	9,631	601,325	616,269
1913 . . . . .	87.57	5,951	8,840	683,039	697,830

## NOTE.

	MAIN LINE.				GROUP II.			
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.
	P.	P.	P.	P.	P.	P.	P.	P.
Ordinary per Schedule . . . . .	1,600,682	1,763,230	1,836,223	2,033,924	791,328	862,485	860,829	985,530
Government and Military . . . . .	17,538	13,820	15,311	18,661	6,772	6,874	8,879	7,169
Total . . . . .	P. 1,618,220	1,782,050	1,851,534	2,049,585	801,100	869,359	869,708	992,699

  

	GROUP III.				TOTAL.			
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.
	P.	P.	P.	P.	P.	P.	P.	P.
Ordinary per Schedule . . . . .	233,487	438,978	616,269	697,830	2,528,497	3,069,693	3,313,321	3,717,284
Government and Military . . . . .	6,410	6,050	7,178	8,080	30,720	26,744	31,368	30,910
Total . . . . .	P. 239,897	445,028	623,447	705,910	2,659,217	3,096,437	3,344,689	3,748,194

## THE MANILA RAILROAD COMPANY.

NORTHERN LINES.  
COMPARATIVE RESULTS OF WORKING Year ended 31st December, 1913.Passenger Service, Freight Service, and Miscellaneous Companies  
in Month, Half, and Year.

Year.	1913.		1912.		1911.		1910.		1909.		1908.		1907.		1906.		1905.		1904.		1903.		1902.		1901.		1900.		1899.		1898.		1897.		1896.		1895.		1894.		1893.		1892.		1891.		1890.		1889.		1888.		1887.		1886.		1885.		1884.		1883.		1882.		1881.		1880.		1879.		1878.		1877.		1876.		1875.		1874.		1873.		1872.		1871.		1870.		1869.		1868.		1867.		1866.		1865.		1864.		1863.		1862.		1861.		1860.		1859.		1858.		1857.		1856.		1855.		1854.		1853.		1852.		1851.		1850.		1849.		1848.		1847.		1846.		1845.		1844.		1843.		1842.		1841.		1840.		1839.		1838.		1837.		1836.		1835.		1834.		1833.		1832.		1831.		1830.		1829.		1828.		1827.		1826.		1825.		1824.		1823.		1822.		1821.		1820.		1819.		1818.		1817.		1816.		1815.		1814.		1813.		1812.		1811.		1810.		1809.		1808.		1807.		1806.		1805.		1804.		1803.		1802.		1801.		1800.		1799.		1798.		1797.		1796.		1795.		1794.		1793.		1792.		1791.		1790.		1789.		1788.		1787.		1786.		1785.		1784.		1783.		1782.		1781.		1780.		1779.		1778.		1777.		1776.		1775.		1774.		1773.		1772.		1771.		1770.		1769.		1768.		1767.		1766.		1765.		1764.		1763.		1762.		1761.		1760.		1759.		1758.		1757.		1756.		1755.		1754.		1753.		1752.		1751.		1750.		1749.		1748.		1747.		1746.		1745.		1744.		1743.		1742.		1741.		1740.		1739.		1738.		1737.		1736.		1735.		1734.		1733.		1732.		1731.		1730.		1729.		1728.		1727.		1726.		1725.		1724.		1723.		1722.		1721.		1720.		1719.		1718.		1717.		1716.		1715.		1714.		1713.		1712.		1711.		1710.		1709.		1708.		1707.		1706.		1705.		1704.		1703.		1702.		1701.		1700.		1699.		1698.		1697.		1696.		1695.		1694.		1693.		1692.		1691.		1690.		1689.		1688.		1687.		1686.		1685.		1684.		1683.		1682.		1681.		1680.		1679.		1678.		1677.		1676.		1675.		1674.		1673.		1672.		1671.		1670.		1669.		1668.		1667.		1666.		1665.		1664.		1663.		1662.		1661.		1660.		1659.		1658.		1657.		1656.		1655.		1654.		1653.		1652.		1651.		1650.		1649.		1648.		1647.		1646.		1645.		1644.		1643.		1642.		1641.		1640.		1639.		1638.		1637.		1636.		1635.		1634.		1633.		1632.		1631.		1630.		1629.		1628.		1627.		1626.		1625.		1624.		1623.		1622.		1621.		1620.		1619.		1618.		1617.		1616.		1615.		1614.		1613.		1612.		1611.		1610.		1609.		1608.		1607.		1606.		1605.		1604.		1603.		1602.		1601.		1600.		1599.		1598.		1597.		1596.		1595.		1594.		1593.		1592.		1591.		1590.		1589.		1588.		1587.		1586.		1585.		1584.		1583.		1582.		1581.		1580.		1579.		1578.		1577.		1576.		1575.		1574.		1573.		1572.		1571.		1570.		1569.		1568.		1567.		1566.		1565.		1564.		1563.		1562.		1561.		1560.		1559.		1558.		1557.		1556.		1555.		1554.		1553.		1552.		1551.		1550.		1549.		1548.		1547.		1546.		1545.		1544.		1543.		1542.		1541.		1540.		1539.		1538.		1537.		1536.		1535.		1534.		1533.		1532.		1531.		1530.		1529.		1528.		1527.		1526.		1525.		1524.		1523.		1522.		1521.		1520.		1519.		1518.		1517.		1516.		1515.		1514.		1513.		1512.		1511.		1510.		1509.		1508.		1507.		1506.		1505.		1504.		1503.		1502.		1501.		1500.		1499.		1498.		1497.		1496.		1495.		1494.		1493.		1492.		1491.		1490.		1489.		1488.		1487.		1486.		1485.		1484.		1483.		1482.		1481.		1480.		1479.		1478.		1477.		1476.		1475.		1474.		1473.		1472.		1471.		1470.		1469.		1468.		1467.		1466.		1465.		1464.	
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# THE MANILA RAILROAD COMPANY.

## NORTHERN LINES.

### COMPARATIVE RESULTS OF WORKING.

Year ended 31st December, 1913.

TOTAL GROSS RECEIPTS AND EXPENDITURE.					
1.—MAIN LINE—122'15 Miles.					
YEAR.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.	
	P.	P.	P.	%	
1904	1,475,969.99	660,724.39	815,245.60	44'76	
1905	1,694,820.01	723,040.02	971,779.99	42'66	
1906	1,570,149.00	689,615.52	880,533.48	43'92	
1907	1,651,645.59	679,203.51	972,442.08	41'12	
1908	1,500,408.79	633,788.15	866,620.64	42'25	
1909	1,591,466.46	611,273.32	980,193.14	38'41	
1910	1,825,388.14	636,501.00	1,188,887.14	34'87	
1911	2,024,733.72	771,958.12	1,252,775.60	38'12	
1912	2,075,411.82	831,767.32	1,243,644.50	40'08	
1913	2,406,298.45	989,688.22	1,416,610.23	41'13	
2.—GROUP II.—95'07 Miles.					
YEAR.	Miles in Operation.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.
		P.	P.	P.	%
1908	86	423,464.12	244,217.58	179,246.54	57'67
1909	91	456,157.44	289,506.47	166,650.97	63'47
1910	95	552,215.63	312,205.24	240,010.39	56'54
1911	95	608,222.93	310,895.27	297,327.66	51'11
1912	95.07	598,243.19	336,729.00	261,514.19	56'29
1913	98.07	720,839.68	384,888.83	335,950.85	53'42
3.—GROUP III.—87'57 Miles.					
YEAR.	Miles in Operation.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.
		P.	P.	P.	%
1910	59	89,983.53	124,268.23	-34,284.70	138'10
1911	59	161,235.71	174,304.81	-13,069.10	108'10
1912	79.30	251,516.03	187,910.98	63,605.05	74'71
1913	87.87	313,973.98	252,258.14	61,715.84	80'34



## THE MANILA RAILROAD COMPANY.

## NORTHERN LINES.

## MILES RUN.

Year ended 31st December, 1913.

1.—MAIN LINE—122.15 Miles.							
YEAR.	Passengers and Mixed.	Freight.	Ballast and Material and other non-revenue Miles.	TOTAL.	Receipts per mile run, less Ballast and Material.	Expenditure per mile run, less Ballast and Material.	
					P.	P.	
1904	259,575	120,028	24,995	404,598	3.89	1.74	
1905	278,345	153,731	26,488	458,564	3.92	1.67	
1906	278,110	142,518	16,682	437,310	3.73	1.64	
1907	282,363	138,134	27,733	448,230	3.93	1.62	
1908	286,222	100,782	38,646	425,650	3.88	1.64	
1909	279,190	111,214	14,956	405,360	4.08	1.57	
1910	332,937	87,120	18,952	439,009	4.35	1.52	
1911	325,285	93,526	44,405	463,216	4.83	1.84	
* 1912	Passengers 221,565 Mixed 115,832	92,411	39,497	472,305	4.80	1.92	
1913	P. 226,907 M. 132,020	118,952	45,002	522,881	5.04	2.07	
2.—GROUP No. 2—95.07 Miles.							
YEAR.	Miles in Operation.	Passengers and Mixed.	Freight.	Ballast and Material and other non-revenue Miles.	TOTAL.	Receipts per mile run, less Ballast and Material.	Expenditure per mile run, less Ballast and Material.
						P.	P.
1908	86	228,686	43,356	14,545	286,587	1.56	0.90
1909	91	185,153	44,774	11,782	241,709	1.98	1.26
1910	95	269,714	3,388	7,891	280,993	2.02	1.14
1911	95	264,725	5,120	6,956	276,801	2.25	1.15
* 1912	95.07	Passenger 31,414 Mixed 245,268	4,499	7,374	288,555	2.13	1.20
1913	95.07	P. 23,489 M. 258,852	30,907	4,007	317,255	2.30	1.23
3.—GROUP No. 3—87.57 Miles.							
YEAR.	Miles in Operation.	Passengers and Mixed.	Freight.	Ballast and Material and other non-revenue Miles.	TOTAL.	Receipts per mile run, less Ballast and Material.	Expenditure per mile run, less Ballast and Material.
						P.	P.
1910	59	88,912	498	9,482	98,892	1.01	1.39
1911	59	116,234	459	16,904	133,597	1.38	1.49
* 1912	79.30	Passenger 41,492 Mixed 129,667	4,327	33,526	209,012	1.43	1.07
1913	87.57	P. 45,849 M. 151,461	2,810	21,132	221,082	1.57	1.26

\* NOTE.—Prior to 1912 the mileage of mixed trains was included partly under Passenger and partly under Freight Distances.

# THE MANILA RAILROAD COMPANY.

## SOUTHERN LINES. COMPARATIVE RESULTS OF WORKING. GROUP IV.

YEAR.	PASSENGERS (not including Government and Military Transport).				
	Average Mileage Operated.	First Class.	Second Class.	Third Class.	Total.
1910 . .	69.46	8,612	22,920	1,041,482	1,073,014
1911 . .	103.55	13,679	39,964	1,756,167	1,809,810
1912 . .	153.94	13,349	54,421	2,294,605	2,362,375
1913 . .	174.05	10,155	50,543	2,557,463	2,618,161

NOTE.—The figures given in this Statement are for all Lines whether in Construction or Revenue Operation.

### NOTE.

	PASSENGERS.			
	1910.	1911.	1912.	1913.
	1910.	1911.	1912.	1913.
Ordinary as per Schedule . .	1,073,014	1,809,810	2,362,375	2,618,161
Government and Military . .	2,288	3,708	4,461	17,182

YEAR.	Average Mileage Operated.	Gross Receipts.	Working Expenses.	Net Receipts.	Working Expenses Percentage of Gross Receipts.
		P.	P.	P.	
1910 . .	69.46	513,215.60	368,350.13	144,865.47	71.77
1911 . .	103.55	996,066.40	477,010.28	519,056.12	47.89
1912 . .	153.94	1,536,664.71	795,089.88	741,574.83	51.74
1913 . .	174.05	1,814,040.79	1,048,781.42	765,259.37	57.85

NOTE.—The figures given in this Statement are for all Lines whether in Construction or Revenue Operation.



# THE MANILA RAILROAD COMPANY.

## SOUTHERN LINES.

Tonnage statement showing various commodities and number of Live Stock carried.

### GROUP IV.

YEAR.	FREIGHT (not including Government and Military Transport).								
	Rice.	Other Cereals.	Sugar.	Salt.	Fruit.	Firewood.	Timber.	Coal.	Liquids.
1910	9,820	1,452	1,749	2,028	8,112	1,013	3,068	94	2,095
1911	13,691	1,797	4,918	2,202	4,310	2,718	13,018	5,209	1,403
1912	28,435	4,002	13,550	6,181	3,885	4,422	10,244	1,900	7,657
1913	26,977	4,844	17,255	3,786	6,943	6,909	12,127	3,377	9,669

YEAR.	FREIGHT (not including Government and Military Transport).								
	Tobacco.	Hemp.	Cloth.	Building Materials.	General Merchandise.	Copra.	Construction Materials.	TOTAL.	No. of Live Stock and Vehicles.
1910	168	532	162	6,106	5,852	17	—	42,268	7,223
1911	1,347	1,200	223	8,250	72,148	36,797	—	169,231	21,360
1912	2,438	2,420	226	3,449	41,287	39,629	19,414	189,139	28,184
1913	2,808	1,386	355	3,617	83,301	34,002	25,765	243,118	39,237

#### NOTES FOR TONNAGE STATEMENT.

Group IV. started January 28th, 1910. The figures for 1910 include those relating to the first 27 days of January for the purpose of comparison with 1911, 1912 and 1913.

The figures given in this Statement are for all Lines whether in Construction or Revenue Operation.

The figures for "Construction material" have not been kept separate previous to 1912, and it is therefore not possible to shew a comparison.

#### NOTE.

	FREIGHT (Tons).			
	1910.	1911.	1912.	1913.
Public as per Schedule . .	42,268	169,231	189,139	243,118
Government and Military . .	6,917	42,603	72,130	68,057

#### Average Miles operated 174.05—Year ending 31st December, 1913.

Year.	Passengers.	Mixed.	Freight.	Ballast and Materials and other non-Revenue Miles.	TOTAL.	Receipts per mile run less Ballast and Materials.	Expenses per mile run less Ballast and Materials.
1911	150,673	188,271	52,075	105,526	496,545	2.55	1.22
1912	211,351	236,105	95,911	82,092	625,459	2.66	1.38
1913	214,786	296,430	135,144	65,802	712,162	2.81	1.62

NOTE.—This Statement includes Freight carried for Construction Company at reduced rates.

The figures given in this Statement are for all Lines whether in Construction or Revenue Operation.

# THE MANILA RAILROAD COMPANY.

## COMPARATIVE RESULTS OF WORKING—ALL LINES—Year ended 31st December, 1913.

### NORTHERN LINES—GROUPS I., II., III.

FREIGHT (not including Government and Military Transportation).													
Year.	Miles in Operation.	Rice.	Sugar.	Cereals.	Tobacco.	Timber.	Liquids.	Cloth.	Building Materials.	Construction Materials.	Sundries.	TOTAL.	No. of Live Stock and Vehicles carried.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1904 . .	122'15	73,460	16,331	—	2,103	9,402	—	1,077	13,589	—	30,715	146,677	—
1905 . .	122'15	139,355	23,638	—	1,709	8,510	—	1,220	21,531	—	37,539	233,502	—
1906 . .	122'15	138,572	15,726	—	2,082	10,615	—	1,344	11,956	—	38,246	218,541	—
1907 . .	122'15	137,519	14,337	6,512	3,029	6,270	2,633	1,179	25,372	—	32,705	229,556	—
1908 . .	208'15	97,356	22,392	7,860	3,434	6,465	2,856	1,412	29,495	—	46,422	217,732	—
1909 . .	213'15	159,554	17,807	9,268	2,925	6,371	3,251	1,092	19,492	—	54,145	273,905	—
1910 . .	276'15	208,206	33,793	2,359	3,972	6,742	3,882	1,160	34,730	—	106,713	401,557	—
1911 . .	276'15	236,824	67,422	5,253	10,663	7,388	11,640	1,622	78,568	—	111,354	530,734	—
1912 . .	296'52	187,020	65,256	2,363	12,844	12,123	13,800	1,570	21,244	41,184	121,569	478,973	11,208
1913 . .	304'79	382,636	81,009	2,008	12,788	21,072	16,498	1,828	23,431	81,770	141,868	696,740	16,867

### SOUTHERN LINES—GROUP IV.

Year.	Miles in Operation.	Hemp.	Copra.	Rice.	Sugar.	Cereals.	Tobacco.	Timber.	Liquids.	Cloth.	Building Materials.	Construction Materials.	Sundries.	Total.	No. of Live Stock and Vehicles carried.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1910 .	69'46	532	17	9,820	1,749	1,452	168	3,068	2,095	162	6,106	—	17,099	42,268	7,223
1911 .	103'55	1,200	36,797	13,691	4,918	1,797	1,347	13,018	1,403	223	8,250	—	86,587	169,231	21,360
1912 .	151'94	2,420	39,629	28,435	13,550	4,002	2,438	10,244	7,657	226	3,449	19,414	57,675	189,139	28,184
1913 .	174'08	1,386	24,002	26,977	17,225	4,844	2,808	12,127	9,669	385	3,617	26,768	104,316	243,118	39,237

### ALL LINES.

Year.	Miles in Operation.	Hemp.	Copra.	Rice.	Sugar.	Cereals.	Tobacco.	Timber.	Liquids.	Cloth.	Building Materials.	Construction Materials.	Sundries.	Total.	No. of Live Stock and Vehicles Carried.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1904 .	122'15	—	—	73,460	16,331	—	2,103	9,402	—	1,077	13,589	—	30,715	146,677	—
1905 .	122'15	—	—	139,355	23,638	—	1,709	8,510	—	1,220	21,531	—	37,539	233,502	—
1906 .	122'15	—	—	138,572	15,726	—	2,082	10,615	—	1,344	11,956	—	38,246	218,541	—
1907 .	122'15	—	—	137,519	14,337	6,512	3,029	6,270	2,633	1,179	25,372	—	32,705	229,556	—
1908 .	208'15	—	—	97,356	22,392	7,860	3,434	6,465	2,856	1,412	29,495	—	46,422	217,732	—
1909 .	213'15	—	—	159,554	17,807	9,268	2,925	6,371	3,251	1,092	19,492	—	54,145	273,905	—
1910 .	345'61	532	17	218,026	35,542	3,811	4,140	9,810	5,977	1,322	40,836	—	123,812	443,825	7,223
1911 .	379'70	1,200	36,797	250,515	72,340	7,050	12,010	20,406	13,043	1,845	86,818	—	197,941	699,965	21,360
1912 .	450'46	2,420	39,629	215,455	78,806	6,365	15,282	22,367	21,457	1,796	24,693	60,598	179,244	668,112	39,392
1913 .	478'84	1,386	24,002	379,612	78,264	7,853	15,863	22,199	26,167	2,348	27,048	77,538	245,881	938,888	86,104

### NOTE.

	NORTHERN LINES.				SOUTHERN LINES.				TOTAL.			
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Public Freight per Schedule ..	401,557	530,734	478,973	696,740	42,268	169,231	189,139	243,118	443,825	699,965	668,112	938,888
Government and Military Freight ..	74,001	82,572	79,235	97,298	6,917	42,603	72,130	68,087	80,918	125,175	151,365	162,382
Freight by Passenger Train ..	—	—	—	16,269	—	—	—	10,861	—	—	—	26,830
TOTAL ..	475,558	613,306	558,208	800,304	49,185	211,834	261,269	318,726	524,743	825,140	819,477	1,128,040



## THE MANILA RAILROAD COMPANY.

COMPARATIVE RESULT OF WORKING—ALL LINES—Year ended 31st December, 1913.

PASSENGERS (Not including Government and Military Transport.)

NORTHERN LINES, 304.79 Miles.						SOUTHERN LINES, 174.5 Miles.					ALL LINES, 478.84 Miles.				
	Miles in Operation.	1st Class.	2nd Class.	3rd Class.	Total.	Miles in Operation.	1st Class.	2nd Class.	3rd Class.	Total.	Miles in Operation.	1st Class.	2nd Class.	3rd Class.	Total.
1904 ..	122.15	19,379	48,419	1,266,986	1,334,784	—	—	—	—	—	122.15	19,379	48,419	1,266,986	1,334,784
1905 ...	122.15	16,131	55,298	1,378,053	1,449,482	—	—	—	—	—	122.15	16,131	55,298	1,378,053	1,449,482
1906 ..	122.15	14,504	59,078	1,281,548	1,355,130	—	—	—	—	—	122.15	14,504	59,078	1,281,548	1,355,130
1907 ...	122.15	11,753	47,765	1,335,060	1,395,578	—	—	—	—	—	122.15	11,753	47,765	1,335,060	1,395,578
1908 ...	208.15	18,667	81,158	2,204,428	2,304,253	—	—	—	—	—	208.15	18,667	81,158	2,204,428	2,304,253
1909 ...	213.15	13,766	78,602	2,029,383	2,121,751	—	—	—	—	—	213.15	13,766	78,602	2,029,383	2,121,751
1910 ...	276.15	18,434	99,413	2,510,650	2,628,497	69.46	8,612	22,920	1,041,482	1,073,014	345.61	27,046	122,333	3,552,132	3,701,511
1911 ...	276.15	22,154	127,234	2,920,305	3,069,693	103.55	13,679	39,964	1,756,167	1,809,810	379.70	35,833	167,198	4,676,472	4,879,503
1912 ...	295.52	24,014	158,459	3,130,848	3,313,321	153.94	13,349	54,421	2,294,605	2,362,375	450.46	37,363	212,880	5,425,453	5,675,696
1913 ...	304.79	23,868	128,963	2,867,466	3,117,284	174.00	10,158	60,843	2,887,463	2,618,161	478.84	34,020	178,496	6,124,929	6,335,445

### NOTE.

	Northern Lines.				Southern Lines.				All Lines.			
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.
	2,628,497	3,069,693	3,313,321	3,717,284	1,073,014	1,809,810	2,362,375	2,618,161	3,701,511	4,879,503	5,675,696	6,335,445
Ordinary, per Schedule ...	30,720	26,744	31,368	30,910	2,288	3,708	4,461	17,182	33,008	30,452	35,829	48,092
Government and Military	2,659,217	3,096,437	3,344,689	3,748,194	1,075,302	1,813,518	2,366,836	2,635,343	3,734,519	4,909,955	5,711,525	6,383,537

# THE MANILA RAILROAD COMPANY.

## COMPARATIVE RESULTS OF WORKING.

### ALL LINES.

Year ended 31st December, 1913.

TOTAL GROSS RECEIPTS AND EXPENDITURE.				
NORTHERN LINES—304.79 Miles.				
YEAR.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.
	P.	P.	P.	%
1904	1,475,969.99	660,724.39	815,245.60	44.76
1905	1,694,820.01	723,040.02	971,779.99	42.66
1906	1,570,149.00	689,615.52	880,533.48	43.92
1907	1,651,645.59	679,203.51	972,442.08	41.12
1908	1,923,872.91	878,005.73	1,045,867.18	45.64
1909	2,047,623.90	900,779.79	1,146,844.11	43.99
1910	2,467,587.30	1,072,974.47	1,394,612.83	43.48
1911	2,794,192.36	1,257,158.20	1,537,034.16	44.99
1912	2,925,171.04	1,356,407.30	1,568,763.74	46.37
1913	3,440,812.11	1,626,826.19	1,813,985.92	47.28
SOUTHERN LINES—174.05 Miles.				
YEAR.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.
	P.	P.	P.	%
1910	513,215.60	368,350.13	144,865.47	71.77
1911	996,066.40	477,010.28	519,056.12	47.89
1912	1,443,042.57	751,882.31	691,160.26	52.10
1913	1,814,040.79	1,048,751.42	765,289.37	57.83
ALL LINES—478.84 Miles.				
YEAR.	Gross Receipts.	Expenditure.	Surplus.	Working Expenses. Percentage of Gross Receipts.
	P.	P.	P.	%
1904	1,475,969.99	660,724.39	815,245.60	44.77
1905	1,694,820.01	723,040.02	971,779.99	42.66
1906	1,570,149.00	689,615.52	880,533.48	43.92
1907	1,651,645.59	679,203.51	972,442.08	41.12
1908	1,923,872.91	878,005.73	1,045,867.18	45.64
1909	2,047,623.90	900,779.79	1,146,844.11	43.99
1910	2,980,802.90	1,441,324.60	1,539,478.30	48.35
1911	3,790,258.76	1,734,168.48	2,056,090.28	45.75
1912	4,368,213.61	2,108,289.61	2,259,924.00	48.26
1913	5,254,852.90	2,672,577.61	2,582,275.29	50.86

NOTE.—Southern Lines figures for year 1913 are for all Lines whether in Construction or Operation.

## THE MANILA RAILROAD COMPANY.

## MILES RUN.—ALL LINES.

Year ended 31st December, 1913.

YEAR.	Passengers and Mixed.	Freight.	Ballast and Material and other non-revenue Miles.	TOTAL.	Receipts per mile run less Ballast and Material.	Expenditure per mile run less Ballast and Material.
NORTHERN LINES—304.79 Miles.						
1904	259,575	120,028	24,995	404,598	P. 3.89	P. 1.74
1905	278,345	153,731	26,488	458,564	3.92	1.67
1906	278,110	142,518	16,682	437,310	3.73	1.64
1907	282,363	138,134	27,733	448,230	3.93	1.62
1908	514,908	144,138	53,191	712,237	2.92	1.33
1909	464,343	155,988	26,738	647,069	3.30	1.45
1910	691,563	91,006	36,325	818,894	3.15	1.37
1911	706,244	99,105	68,265	873,614	3.47	1.56
1912	Passengers 297,471 Mixed 490,767	101,237	80,397	969,952	3.29	1.52
* 1913	Passengers 296,045 Mixed 542,833	182,669	70,141	1,061,188	3.47	1.64
SOUTHERN LINES—174.05 Miles.						
1911	Passengers 150,673 Mixed 188,271	52,075	105,526	496,545	P. 2.55	P. 1.22
1912	Passengers 211,351 Mixed 236,105	95,911	82,092	625,459	2.66	1.38
* 1913	Passengers 214,786 Mixed 296,430	135,144	66,802	712,162	2.81	1.62
ALL LINES—478.84 MILES.						
1904	259,575	120,028	24,995	404,598	P. 3.89	P. 1.74
1905	278,345	153,731	26,488	458,564	3.92	1.67
1906	278,110	142,518	16,682	437,310	3.73	1.64
1907	282,263	138,134	27,733	448,230	3.93	1.62
1908	514,908	144,138	53,191	712,237	2.92	1.33
1909	464,343	155,988	26,738	647,069	3.30	1.45
1910	691,563	91,005	36,325	818,894	3.15	1.37
1911	1,045,188	151,180	173,791	1,370,159	3.17	1.45
1912	Passengers 508,822 Mixed 726,872	197,148	162,489	1,595,411	3.05	1.47
* 1913	Passengers 510,831 Mixed 838,763	287,813	135,943	1,773,350	3.21	1.63

NOTE.—Prior to 1912 the mileage of mixed trains on Northern Lines was included partly under Passenger and partly under Freight Distances.



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THE MANILA RAILROAD COMPANY.  
LOCOMOTIVE, CARRIAGE AND WAGON DEPARTMENT.

ANNUAL RETURN OF ROLLING STOCK at 31st December, 1913.

LOCOMOTIVES.		Series.	AS AT 31ST DECEMBER.				TOTAL.	Increase.		Decrease.		REMARKS.
			1912.		1913.			North		South		
			South	North	South	North		South	North	South	North	
Passenger Engines—Light	...	...	...	15	...	15	15	...	...	...	...	Steam and Hand Brakes Vacuum Ejector Fitted.
—Heavy	...	...	...	5	...	5	5	...	...	...	...	4 New Engines from U.S.A. Vacuum Brake and
"	...	...	...	...	4	...	4	4	...	...	...	Hand Brake Fitted.
"	with Superheater	...	...	...	...	...	...	...	...	...	...	Steam and Hand Brakes. Vacuum Ejector Fitted.
Goods	...	...	...	15	...	15	15	...	...	...	...	Steam and Hand Brakes Vacuum Ejector Fitted.
—Light	...	...	...	...	...	...	...	...	...	...	...	4 New Engines from U.S.A. Vacuum Brake and
—Heavy	...	...	3	5	3	5	8	...	...	...	...	Hand Brake Fitted.
"	...	...	...	...	4	...	4	4	...	...	...	Steam and Hand Brakes Vacuum Ejector Fitted.
"	with Superheater	...	...	...	...	...	...	...	...	...	...	Hand Brake.
Mixed Passenger & Goods Engines	...	...	11	14	11	14	35	...	...	...	...	" "
"	...	...	5	...	5	...	5	...	...	...	...	" "
Shunting Engines	...	...	...	2	...	2	2	...	...	...	...	" "
Saddle Tank Construction Engines	...	...	7	5	7	5	12	...	...	...	...	4 New Small Engines Hand Brakes.
"	...	...	...	3	...	3	3	...	...	...	...	1 New Engine from Switzerland with Repression,
Small Construction Engines	...	...	...	2	2	2	4	2	...	...	...	Hand and Vacuum Brakes.
Rack Locomotive	...	...	...	...	1	...	1	1	...	...	...	
TOTAL ENGINES...	...	...	96	66	37	66	103	11	...	...	...	

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